

Inneswood Apartments
Site Development Permit Application
Project Narrative, Design Criteria Narrative
and List of Questions for City to Address

This narrative is in two parts, the first prepared by Core Design, Inc. discusses existing conditions and storm water control and treatment issues which include incorporating stormwater facilities for the proposed Inneswood Estates 10-Lot single family residential development, see permit PP-13-00003. The second prepared by Milbrandt Architects, Inc discusses the planning and architectural elements of the proposed development. The developed concepts and plans are based on discussions held with the design team and City Staff at three collaboration meetings held on May 20th, 2014, July 1st, 2014 and January 20th 2015. Draft meeting notes from these meetings are included with this submittal.

Existing Site Information and Analysis

Existing Site Analysis of Surrounding Features:

- Existing Conditions

The Inneswood Estates Short Plat was recorded on November 19th, 2014 dividing the property into 3 developable parcels and 2 open space, critical area Tracts. For the original lot the bordering properties to the northwest, west and southwest are Single Family Residential. The property to the south is multi-family and the properties east across Newport Way NW are office/commercial and a wetlands. The site currently has one residence with lawn immediately surrounding the residence and the remainder of the site forested. See air photo titled Inneswood Estates Site Development Parcels.

Newport Way NW has no sidewalk, curb or gutter and the existing stormwater infrastructure consists of a grass lined ditch on the west side of Newport Way NW. The ditch flows east through a 12-inch culvert under Newport Way approximately 200 feet north of Juniper Way NW. The pipe outlets to a trench before sheet flowing northeast across the Abossein property wetlands and discharging into a constructed drainage ditch.

- Proposed Development

The proposed development is located in the eastern portion of the Inneswood Estates Short Plat fronting Newport Way NW. The portion of the property being developed consists of Tract B, containing steep slope critical areas (included for tree retention) and Parcels B and C. The development involves constructing separate apartment buildings within the two parcels. They will be located to minimize disturbance to steep slopes and their buffers. The project also includes development of the Abossein property located opposite Parcel B on the east side of Newport Way .NW See air photo.

Future city road improvement plans include construction of a roundabout at the intersection of NW Juniper St and Newport Way NW. The applicant has chosen to include construction of the roundabout at this time in lieu of paying the city's traffic mitigation fee and to help prevent significant

traffic disruption in the near future. Frontage improvements include constructing the roundabout along with street improvements consisting of parallel parking, curb, gutter, sidewalk and street trees. The storm water will be detained and treated as required on the two parcels as well as the Abossein site and discharged to the existing storm drainage ditch system north of NW Juniper Street system (which has a confluence with the existing discharge location within a quarter mile of the site). This connection to the public storm drain system will eliminate sheet flow of both private and public stormwater across private property.

Development Objectives:

There are two main goals of this project in regards to stormwater management. The first is to minimize visibility of stormwater facilities to both future residents and the public. The second is to combine on-site amenities with these stormwater facilities. These goals will be achieved by a detention/water quality vault along the Parcel B apartment access driveway ramp. A separate stormwater vault will be constructed in the Parcel C apartment parking lot and a third stormwater vault is planned for the Abossein site to accommodate runoff from Parcel A as well as the proposed Newport Way NW street improvements. Modular wetland systems and a rain garden will be utilized with the street trees to provide both water quality treatment and visual aesthetics for the frontage area on Newport Way NW and the roundabout at NW Juniper St.

Design Standards:

- Stormwater Flow Control and Water Quality Treatment:

The design will meet or exceed city standards. The city-wide standard for detention is Conservation Flow Control (Level 2), which requires that the developed condition discharge durations match the existing condition durations from 50% of the 2-year to the 50-year storm events and that the developed 2-year and 10-year peak discharge rates do not exceed the existing 2-year and 10-year peak discharge rates, respectively. The city-wide standard for water quality treatment is Sensitive Lake, which requires an 80% reduction of total suspended solids and a 50% reduction of total phosphorus.

- Stormwater Vault

There are three storm water vaults that will provide flow control for this project. The Abossein vault, Parcel B vault and Parcel C vault. The Abossein vault will provide flow control for the road improvements on Newport Way and the 10-lot plat by Summit Homes of Washington on Parcel A and discharge to the existing ditch to the east. The Parcel B vault will provide flow control for the Main Building and discharge to the existing wetland on the Abossein parcel. The Parcel C vault will provide flow control for the South Building and discharge to the existing ditch to the east upstream of the Abossein Vault.

- Modular Wetland Systems

Three Modular Wetland Systems will provide Sensitive Lake water quality treatment for all of the new pollution generating impervious area. This system utilizes horizontal flow which improves performance, reduces the footprint and minimizes maintenance. The top of

the system will also be planted with various trees, shrubs and grasses which bring an aesthetic benefit but also increase pollutant removal.

Architectural Concepts

Development objectives:

It is the goal of the Central Issaquah Plan to create an animated and connected urban community where Central Issaquah can be redeveloped into a more sustainable, compact, mixed use area, and our proposed Inneswood Apartment buildings will help achieve those goals. Our project consisting of one larger main building of 86 apartment units and a second, smaller 7 apartment unit building, is located along NW Newport Way. Our aim is for this development to act as a catalyst project for the South Gilman area by creating a more urban, dense, and lively residential development in line with the future vision for the area. This site and our development will act as a bridge, helping to transition from the medium urban commercial scale developments located east, towards Gilman and the low density single family developments to the south and up the hill to the west. Our plan including construction of the roundabout at the NW Juniper St and Newport Way NW, will help transform Newport Way into the Urban Parkway Circulation Facility envisioned for it in the Central Issaquah Plan thusly providing safe and attractive pedestrian oriented facilities that currently do not exist in the vicinity and setting the standard for future developments in the area.

Design Standards:

- **Site Design:**

Using the Central Issaquah Plan and the Central Issaquah Development and Design Standards (CIDDS) as our guide, we have worked with the unique characteristics of the site (including the imposing hillside) and have found a way to work with the natural topography to shelter the required parking facilities and integrate the structures into the existing natural surroundings. We have also incorporated the standards of Circulation Priorities by creating a Parkway Circulation Facility as described in the Central Issaquah Plan along our frontage on Newport Way. By orienting our proposed buildings such that they run parallel to Newport Way, they meet the build-to line requirements of the code as well as helping create an active and engaged streetscape that will be visually pleasing and enhance pedestrian safety. To emphasize this pedestrian zone for the larger apartment building on Parcel B we have located two-story townhomes right up to the build-to line across the length of the project. By providing direct entry for each unit from the sidewalk along Newport Way it creates multiple opportunities for community interaction while lending a human scale to the project at street level. As one of the first of many developments to come as part of the Central Issaquah redevelopment, our proposed project including constructing the planned roundabout, has the opportunity to help establish a sense of place by creating a development with strong modern and urban character that will help influence future developments; all of which falls in line with what has been envisioned for the Gilman district in the Central Issaquah Plan and CIDDS.

Our design will work with the existing features and context of the site through preservation of much of the natural greenery and treescape of the hillside, both for the future residents and the greater Issaquah community. Our project will balance the need to create a denser, urban, residential community while maintaining much of the natural beauty and views of the area.

- Circulation Design:

Our proposed project has implemented the standards of Circulation Design outlined in the CIDDS by being designed to be universally accessible, incorporating elements that are multi-functional, designing safe and attractive circulation facilities for both motorists and pedestrians, and through strong integration of landscape elements into these circulation facilities.

The site design was drafted to ensure accessibility to all; all public ways and building access points meet the criteria for accessible routes and provide features to enhance the use of such areas by all potential visitors and residents. Spaces along the primary circulation route have been treated to encourage diverse and varied uses, with opportunities for rest and gathering at areas such as the raised planters. Traffic calming that is provided with the roundabout encourages pedestrian safety and connection between the apartment site and proposed park on the Abosseine site. Plantings used in the roundabout are relatively low and will not obstruct views of pedestrians for vehicles traveling in the road, and marked crosswalks provide additional visibility.

To further promote the safety of our on-site circulation facilities we have minimized the number of motorist entries and drive aisles on the site. One access point to the under-building parking at each building is proposed; when motorist enter the site, they are made aware that they are entering a shared pedestrian zone by visual cues and material selections that clearly indicate that they are to proceed with caution, with additional marking of prominent crosswalk points. The drive aisles designed on-site are sized at 20' wide per the CIDDS to allow two-way traffic. Where 90 degree head-in parking is planned within the under-building parking, an additional four feet of width is provided for the required vehicle maneuvering.

The standards set forth in the Non-Motorized Facilities section of the CIDDS have been addressed by creating circulation facilities to accommodate all modes of non-motorized traffic. The proposed plan incorporates a continuous five foot wide sidewalk along Newport Way that is separated from the curb by a five foot planting strip. Due to the lack of nearby on-street parking we are proposing the addition of parallel parking along sections of the project site. Where parallel stalls are planned, the sidewalk extends to meet the back of curb in strategic locations to allow vehicle occupants to safely and easily access their vehicles. The placement of these extensions have been located to maintain the 30 foot street tree spacing requirement while locating the trees to interfere as little as possible with the swing of car doors. On the building side of the sidewalk opportunities for rest and gathering are provided with the inclusion of elements such as raised planting beds. In addition to the sidewalk, a separate dedicated bicycle traffic lane is proposed as part of the development.

With our proposed circulation facilities including the roundabout at NW Juniper St, we will be providing the missing pedestrian facilities that are critical to the area to help further the goals of connecting core streets like NW Maple St. to the surrounding residential developments.

Our proposed planting areas shall include landscaping consistent with the goals laid out in the Landscaping Standards of Chapter 10. We are proposing a modified standard in place of the code described planting strips, where street trees will be planted per the required spacing and species standards, with breaks of a surface gravel path (not excavated) for access to the proposed parallel parking stalls from the sidewalk. The street trees will be located every 30' on center or closer along Newport Way with the exception of driveway entrances where the view angle will become a factor in tree placement.

- Community Space Design

The proposed site and building design meets the design standards laid out in the CIDDS for community space by incorporating varied community spaces for residents and creating a site that positively contributes to the public realm through the creation of a livable and safe streetscape. According to Chapter 7, our residential development is not required to have public community spaces, however, space within the Abossein property has been utilized to create an appealing, passive park for public use. The park features public amenities such as a picnic area, plantings to create separation from cars on Newport Way NW, and lawn area.

The frontage of our building and the abutting circulation facilities have been carefully considered and designed to foster opportunities for meeting and interaction with small scale places for sitting and rest where people can stop and chat. This feeling is achieved by locating the townhome porches along the public circulation facilities and providing opportunities for a lively street atmosphere. The private community spaces we are providing for the residents are located at the rear of both buildings, with an outdoor patio nestled between the building and the surrounding hillside and raised above the levels of parking to actively engage residents. The larger building's patio will be designed around a fire pit/ barbeque area and will incorporate into its design multiple seating areas. The outdoor patio will also incorporate a sheltered canopy area to protect against the elements. This community patio area is designed to be accessed through two additional indoor amenity spaces serving the residents; a community great room and an exercise facility. These interior spaces provide opportunities for alternative recreational activities and an opportunity for gatherings when weather dissuades them from using the outdoor patio space.

- Building Design:

The proposed development plan includes two buildings; one larger, main building on Parcel B and another smaller, secondary building at the south end of the project on Parcel C. The pair of buildings included in our proposal meets the standards laid out in the CIDDS by creating lively, interesting façades that front on Newport Way and create a street wall. By designing our buildings to achieve modulation above what is required in the plan we have created additional opportunities for spaces where informal gatherings and meetings can occur and promote lively, safe and attractive pedestrian facilities as desired by the CIDDS. In creating a higher density, urban residential development with its building mass treated such that it does not overwhelm users at the pedestrian level and by taking advantage of the opportunities for existing views and green spaces we believe our proposed building design exceeds the standards set forth in the CIDDS and will be a positive addition to the Newport Way streetscape.

Our building has been designed such that there are no large blank walls facing out on Newport Way. In fact there are no blank walls on any of the building facades. Materials and building modulation will be varied in a way that different spaces and uses within individual units become defined and identifiable from the exterior. Through this modulation and change in materials and color we will avoid the creation of long, flat, monotonous wall planes. Building modulations will also ensure interest is maintained on building surfaces where fenestration is not possible. Treatments and detailing will be continuous around the building, with no one side reading as being more important than another, and thus reducing the distinction between conceptions of front, back, and side elevation importance.

Along with the horizontal building modulations, we have stepped the large building back at the third floor plane where the transition from townhomes and parking to stacked flat apartments occurs.

This was done to help break up the building's mass and preserve the human scale of the pedestrian realm at street level. The large building is designed to appear to a passerby as two separate buildings, being of slightly different yet complementary languages, both in detailing and material use. Materials will transition as you move up the building, responding to the difference between ground and sky conditions. With the smaller 7 unit building, we felt that such a step back was not warranted, and that the building's size is appropriate for the scale of users moving through the site. Similar detailing in materials is planned for use across both buildings to create a cohesive streetscape.

As was stated when addressing Circulation Design Standards, our buildings are oriented in a way that the primary circulation facilities are engaged and lively. We are locating townhome units so they step right out onto the public realm and conceal the parking structure behind. The under-building parking structures are built into the hillside in an effort to further minimize their visual impact. Our buildings are located on the build-to-line to create the feeling of a continuous street wall across the length of the townhomes. Street wall character and plane at these locations has been varied in character; comprised of planting beds and raised covered porches recessed slightly from the front most plane of the townhome walls. At areas such as the main entry to our large building and in front of the parking structure of our small building, we will be continuing the street wall through the use of raised planted beds and articulated architectural entry features. At the larger main building entry specifically, an exterior entry courtyard is framed on the street front with a prominent gateway feature to signal the location of the main entry, while the actual entry to the building interior is recessed from the street through the courtyard. Areas like these will provide opportunities for rest, gathering and social interaction while still maintaining the strong street presence desired by the CIDDS.

Our building design calls for large fenestration groupings to take advantage of views in and around the site. All units will be designed such that there is an opportunity for private outdoor space through the inclusion of decks and patios.

- **Parking Design:**

In our design we have met the standards for parking and parking facilities outlined in the CIDDS by locating parking facilities on site such that their appearance is minimized to the public realm. Driveways and site access roads have been located and sized such that they minimally impact planned pedestrian circulation facilities, while our parking structures provide ample parking to meet the needs of the future residents without putting strain on surrounding parking infrastructure.

As stated before while addressing Building Design Standards, parking for both buildings is provided in under-building structured parking which are sunk back into the hillside. In the larger 86 unit apartment building, we have designed the parking structure to be concealed behind a row of 12 townhome units, sheltering it from view from the primary Circulation Facilities of Newport Way and enhancing the lively parkway atmosphere. The trade off in this design is that natural daylight and ventilation opportunities are reduced within the parking structure, however ventilation and daylighting will be included where possible and supplemented with mechanical systems where required.

Due to the small buildable area on the southernmost parcel, the smaller building parking structure does not have the option of being separated from Newport Way by residential or commercial facilities to the same extent. A single townhome unit in the southeast corner will create much of the same benefits that are achieved by the townhomes at the larger building. Additionally, we have included raised planting beds into the design to be planted as a nearly solid visual barrier; comprised predominantly of interesting evergreen plants to provide a year-round visual buffer to the parking

facilities. The raised planter was also designed at a height that would allow it to double as a seating opportunity, allowing pedestrians the opportunity to rest or gather. This element helps emulate the street wall while allowing the plan to open up the parking structure at the front to allow in natural light and ventilation. The evergreen planting will help to enrich the parking structure. Both parking structures shall use appropriate signage and lighting to provide safe usable spaces for pedestrians and motorists. In the parking structures pedestrian walking areas adjacent to the travel lane have been marked and will be continuous to building entrances.

Existing site constraints make it so the only feasible drive accesses lay off of the primary circulation facilities. While this is not ideal under the CIDDS, we have taken steps to ensure safety and continuity of the pedestrian facilities at these locations. This includes maintaining the grade of the sidewalks at crossings, designing the crossings so that they don't direct foot traffic towards drive lanes and the use of alternative paving material to that of the road and parking lot at crossings. Driveways have been limited to 20 feet in width and shall be clearly marked with crosswalks to clearly indicate to motorists that they are entering a shared realm.

The parking facilities are designed and sized such that all residents' parking needs will be accounted for on site, without burdening public parking located around our development. Parking mix will be of primarily standard size stalls with approximately 17% of parking stalls being compact in size. Adequate parking types will be provided in the project to accommodate different modes of transportation, with appropriate numbers of both motorcycle and handicapped parking areas along with appropriately sized bike racks. To further emphasize our belief in the need for universal design, we will be providing handicap accessible parking spaces nearest all main entries and located on each level of the large building's parking structure. Two electric vehicle charging stations will be included in the Parcel B building parking structure. See the attached plans for exact parking numbers, mix and locations.

Uses within the project are such that we foresee the bike parking needs to be of a more private nature. Bicycle parking facilities are located within the individual parking structures. This way bikes can be safely and securely stored in a location convenient to residents. Bike parking will be located across from main elevator lobbies so pedestrians do not need to travel long distances through vehicular realms to reach their residences. The bike racks will be rolling hoop racks and securely anchored into the ground to which cyclists can lock their bike with their own locks.

- Landscaping Design:

Our building and site have been designed to meet the vision of the CIDDS for landscaping by acknowledging and responding to the natural existing context of the site. The goal of the site design was to establishing a warm vibrant streetscape environment where hardscaped surfaces are softened through the uses of varied plantings, and by treating our circulation facilities so they meet the vision for a 'Green Necklace', which can serve as an example for future developments.

Our design achieves this goal by preserving the natural wooded hillside and the steep slope critical areas currently on the site and taking advantage of the space it creates both at the community patio space and as a focal point of interest for residents. Views of this hillside will be preserved down Juniper Street and to the south through the spacing of our buildings and placement of the shorter building on the southern side of the site. The street scape will be treated such that greenery is maintained across the building façade. Street trees will be chosen according to the City of Issaquah street tree list, and will provide framing and separation from vehicles on the street for the pedestrians.

Planting beds have been planned at the front of the Townhome units to help create an attractive and lively separation between public and semipublic realms. Planting will have year round interest and include planting groupings of a repetitive nature that help foster a design unity across the site. We will be utilizing raised planting beds as buffers from vehicular parking areas; using evergreen plantings that do not impede views of the larger building environment, and that are sized such that they are pedestrian scaled and of a similar language used throughout the rest of the site. These raised beds shall be designed and sized such that they can serve the dual purpose as “perch walls” and provide opportunities for use as site furnishings, along with the large building entry courtyard. Through these considerations and treatments we hope to foster the creation of a “Parkway” streetscape as is envisioned for Newport Way in the Central Issaquah Plan. This will serve as the starting place of a greater connection between the residential developments of the area and the major core streets to the north.

- Tree Preservation

Tree preservation for Parcels B and C was addressed during the Inneswood Estates Short Plat process. The approved concept provides for tree retention credits from Tract B applied to complete tree removal, if needed from the developed parcels. See Conceptual Tree Preservation Plan.

- Lighting Design:

Our project will meet the lighting standards laid out in the CIDDs by implementing a lighting plan that illuminates the new proposed parkway circulation facilities in a consistent manner appropriate to meet the needs of both pedestrians and motorists. Entryways to individual townhomes and porches will be supplied with recessed lighting where feasible to help minimize glare while still maintaining safe environments. Lighting in parking structures shall be located and shielded in a way so as to minimize light spillage into the rest of the development. Additionally, parking structure walls will be treated such that they are a light color to help improve visibility and reduce contrast. Where the parking structure at the small building is unsheltered from the public realm, we will be using evergreen planting to help provide a screen to limit light spillage.

The main entries of the buildings will be lit in a way so that they are highlighted from the rest of the building. Lighting will be located in overhanging canopies along with low walkway lights in planting beds to provide safe and attractive entry sequences. Lighting in the outdoor patio space will be designed and scaled such as to provide illumination to individual seating areas at the appropriate scale of the individual space. Rather than have the whole plaza entirely lit up, patio zones will be divided and lighting provided to create more intimate conditions. Lighting in this area will be such that light does not spill outwards into critical areas of the nearby hillside. Overhead lights shall be used in the planned sheltered canopy area, and will be recessed so light does not spill out into nearby critical zones. Lights will be controllable so they are not on when space is not in use by residents, and on a timer so they do not stay on all night.

Project Proposal:

The proposed project site is located within the Gilman district of the Central Issaquah Plan. The site is zoned mixed use residential and currently is home to a single residence. The proposal for the site includes two multifamily buildings; one building containing 74 apartment units (four stories above two stories of parking) with 12 townhomes (two stories), and one building containing 6 apartment units (three stories above a single story of parking) with 1 townhome. Uses within the development would be strictly residential and at a density in line with the vision for this area. Each building is to have its own self-contained parking structure.

74 Unit Apartment Building with 12 Townhomes:

- 4 stories of apartments above two levels of parking
- R-2 Occupancy, Type V-A construction.
- Apartment unit break down
 - 13 studios, Type A & B Accessible
 - 31 single bedroom units, Type A & B Accessible
 - 30 two bedroom units, Type A & B Accessible
- Townhomes
 - 10 single bedroom units
 - 2 two bedroom units

7 Unit Apartment Building:

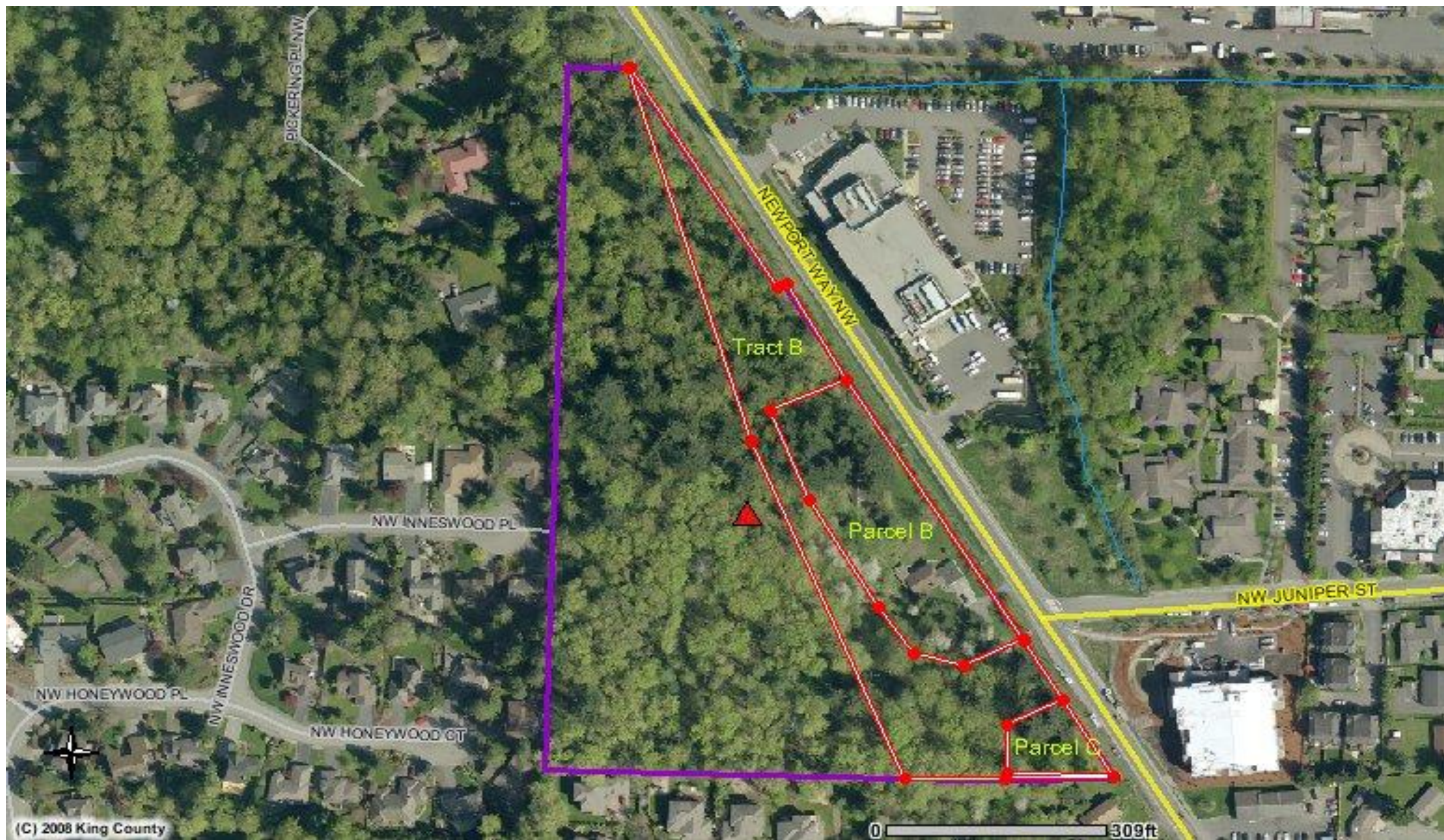
- Apartment unit break down
 - 1 single bedroom unit, Type B Accessible
 - 5 two bedroom units, Type A & B Accessible
- Townhomes
 - 1 single bedroom unit

Parking:

- 74 unit apartment building with 12 townhomes
 - 101 standard and compact parking stalls
 - 6 handicap accessible stalls (one van stall)
 - 2 electric car charging station stalls
 - 4 motorcycle spaces
 - Bike storage for 16 bikes
- 7 Unit Apartment Building
 - 7 standard and compact stall.
 - 1 handicap van stall
 - 1 motorcycle space
 - Bike storage for 2 bikes

List of questions and interpretations for City Staff

- CIDD 5.6 B States that we have to demonstrate to the director that the value of the on-site open space and/or TDR purchase equals or exceeds the required density bonus fee. Please inform us of further on how this is to be demonstrated for the open space on the Abossein property and the requirements of which open-space areas can be counted towards this end.
- The project includes installation of a sewer lift station and forcemain discharging to an existing SSMH in NW Juniper Way. The lift station is required because gravity feed would be in conflict with existing water mains including a 24" main. This route for the sewer is proposed since a gravity line to the north would require extensive disturbances to the existing trail north of the library and in Newport Way due to the depth of a gravity line. Will the City accept this alternative connection point and ownership of the lift station? Alternatively, will lowering of the water main be allowed to enable gravity sewer?
- We have not extended the new sewer main along the full frontage of Newport Way NW. We do not believe this is needed because the properties on the east side of the road and the one south of the project are already connected to public sewer systems. Also, the property north of the project along Newport Way drains to the north and therefore would be serviced by a sewer main from the north. Does the City agree with this determination?
- We are proposing two dispersion trenches in the wetland buffer to meet our Individual Lot BMP requirements. Is this something the City will allow since the detention vault is already in the buffer and mitigation is being provided for disturbances?



Inneswood Apartments Site Development Parcels